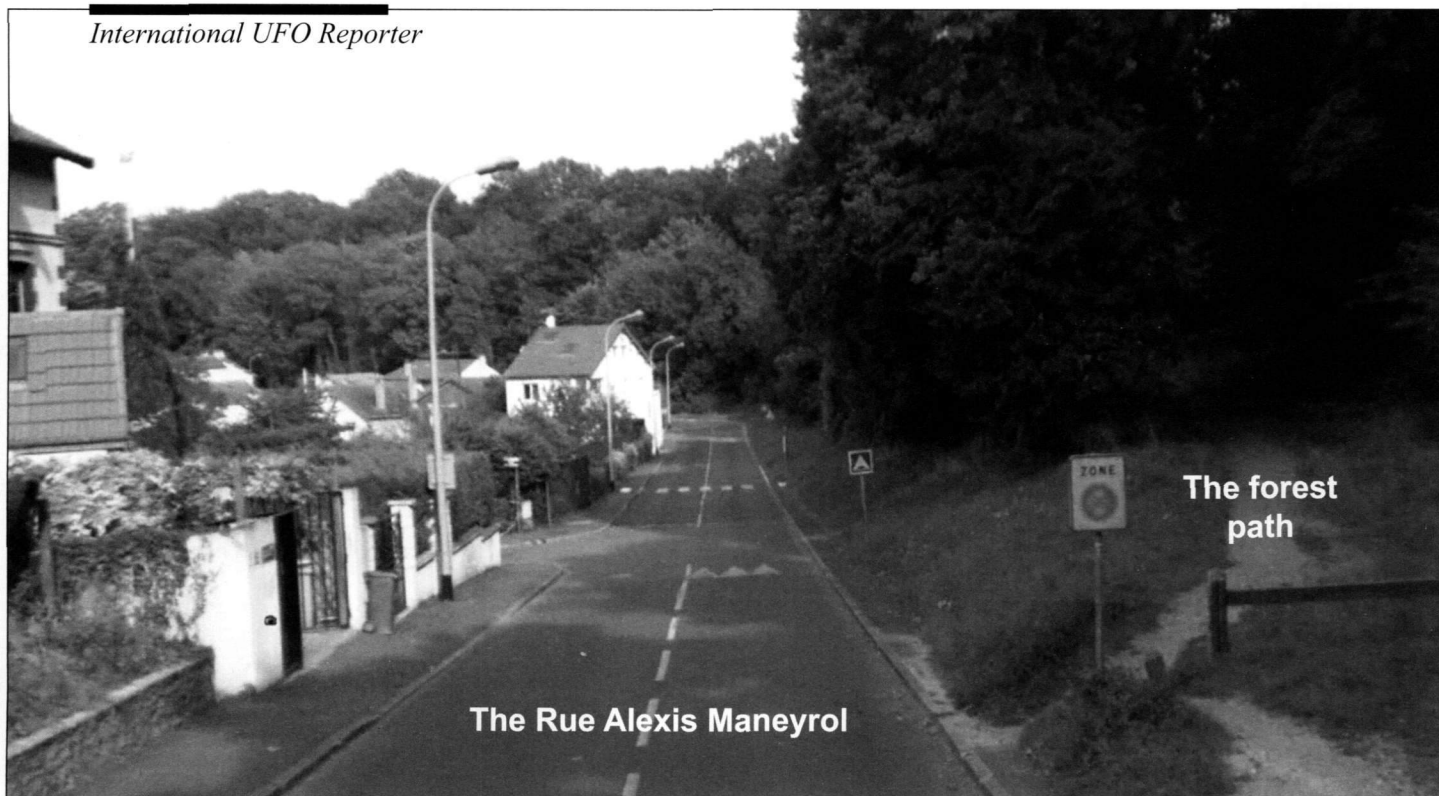
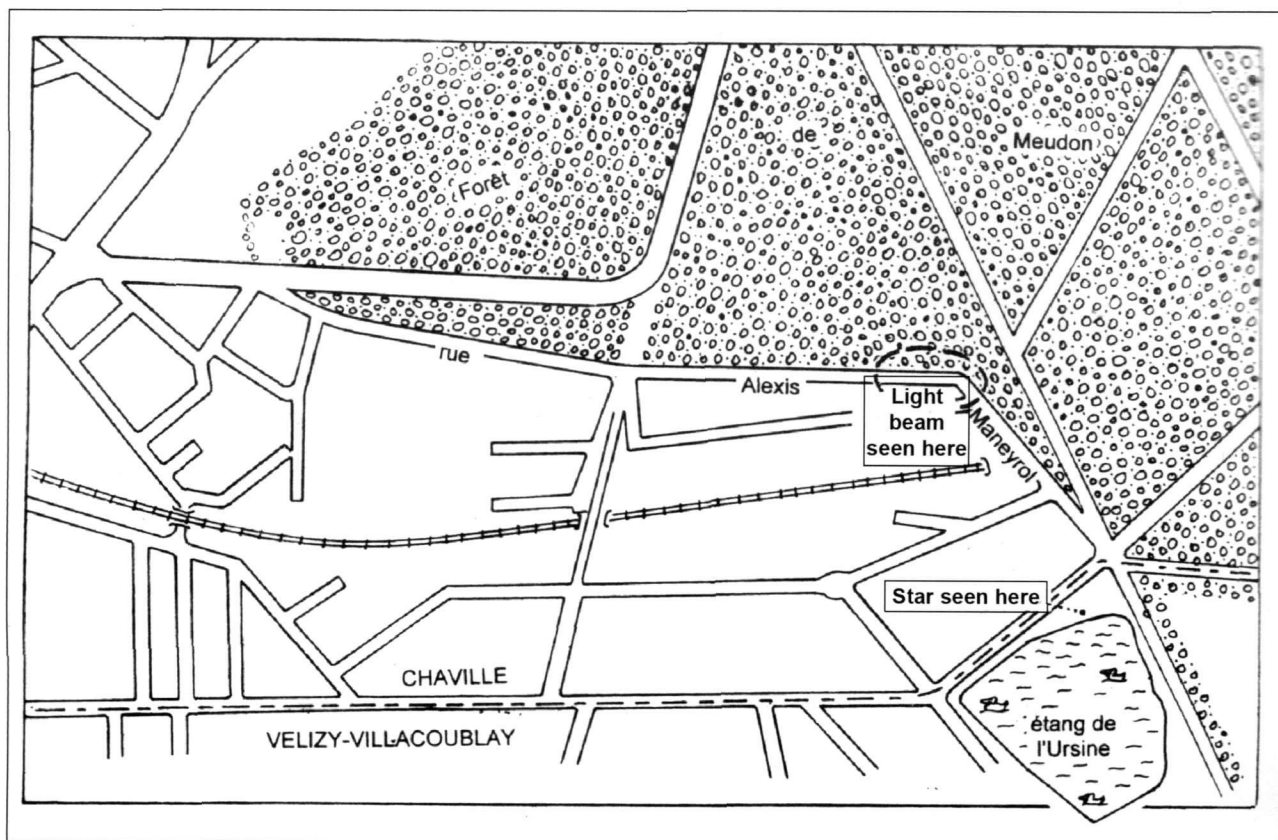




A FAILED ABDUCTION AT CHAVILLE?



INTERNATIONAL UFO REPORTER

Editors:

Jerome Clark
George M. Eberhart
Mark Rodeghier

Contributing Editors:

Bill Chalker
Richard F. Haines
Kevin D. Randle
Jenny Randles
Chris Rutkowski

Web site:

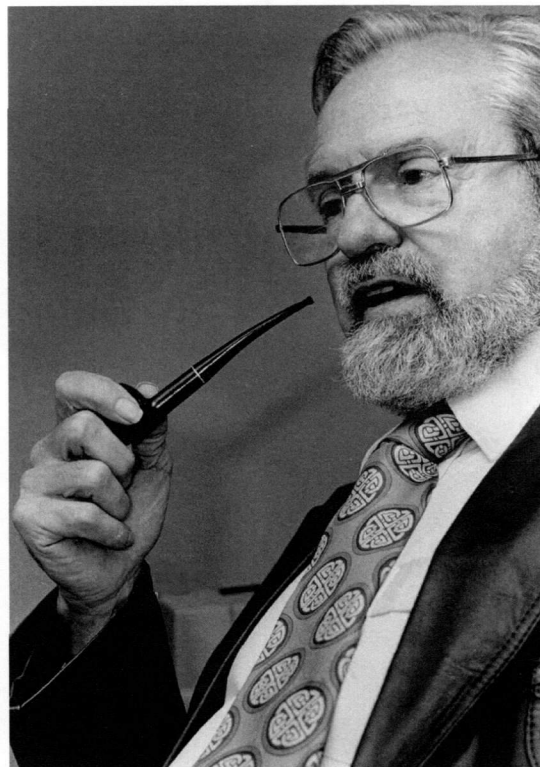
www.cufos.org

E-mail:

Infocenter@cufos.org

Answering machine:

(773) 271-3611



J. Allen Hynek
1910-1986

I'VE SEEN THE LIGHT . . . BUT WHAT WAS IT? by Michael D. Swords	3
TWO ROSWELL WITNESSES, RECONSIDERED by Kevin D. Randle and Anthony Braglia	6
NEAR MISS WITH UAP NEAR SÃO PAULO AIRPORT by Richard F. Haines	9
COMMENTARY ON THE SÃO PAULO NEAR MISS by Robert J. Durant	19
A FAILED ABDUCTION AT CHEVILLE? by Joël Mesnard	21

Published in July 2009.

International UFO Reporter (ISSN 0720-174X) is published quarterly by the J. Allen Hynek Center for UFO Studies, 2457 West Peterson Avenue, Chicago, Illinois 60659. All rights reserved. Reproduction without permission is strictly prohibited. Copyright © 2009 by the J. Allen Hynek Center for UFO Studies. Third-class postage paid at Chicago, Illinois.

Advertisements accepted for publication in this magazine do not necessarily reflect the viewpoints of the J. Allen Hynek Center for UFO Studies.

Address all article submissions, letters to the editor, and other editorial correspondence to *International UFO Reporter*, Center for UFO Studies, 2457 West Peterson Avenue, Chicago, Illinois 60659.

Address all subscription correspondence to *International UFO Reporter*, 2457 West Peterson Avenue, Chicago, Illinois 60659.

The *International UFO Reporter* is a benefit publication mailed to Associates of the Center for a contribution of \$25.00 or more. Foreign Associates add \$5.00 for delivery. All amounts in U.S. funds. Other publications also available for contributors of larger amounts. For details, write to the J. Allen Hynek Center for UFO Studies, 2457 West Peterson Avenue, Chicago, Illinois 60659, USA.

Postmaster: Send Form 3579 to CUFOS, 2457 West Peterson Avenue, Chicago, Illinois 60659.

I'VE SEEN THE LIGHT . . . BUT WHAT WAS IT?

BY MICHAEL D. SWORDS

Nocturnal Lights, or just lights in the sky. Pretty boring ufology, don't you think? But maybe not. When I ponder nocturnal lights (J. Allen Hynek's first UFO classification category), I think of three things:

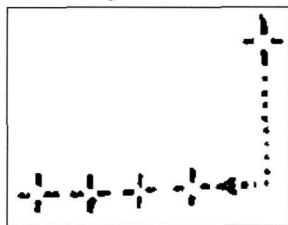
1. high-altitude lights that behave in a puzzling manner;
2. elusive, recurring lights linked to specific locations;
3. close experiences with balls of light ranging in size from golf balls to beach balls.

Then there are a really weird objects and high-strangeness encounters that are hard to put into simple classifications. Just for fun, come along with me and let's look at some cases and see if we can see the light.

Back in the 1940s, the U.S. Air Force and most other interested parties were paying attention to "flying disks" and unconventional, high-flying lights. The disks were the big deal, of course. If they were real, then they were either a Soviet threat or they were extraterrestrial. Nocturnal Lights were usually curiosities. They could be flying disks too far away to resolve visually, or Soviet technology (as Lincoln LaPaz suspected the green fireballs were), or unknown natural phenomena. Hynek, in his early years as a USAF consultant, thought the latter. He nicknamed them "Nocturnal Meandering Lights" (NML). He apparently believed that all three of the types that I commonly place in the Nocturnal Light category were really NMLs—natural balls of light produced in the atmosphere in some unknown way.

Like ourselves, Hynek wanted (often too eagerly) to explain them. Take this case:

Lorain, Ohio, 1960. A former Army photographer (with a hobby of astrophotography) saw a bluish-white light, about the brightness of the Echo satellite, moving in his direction. It made a 90° turn and separated into four lights, evenly spaced in a horizontal row. The lights would shimmer, diminish, brighten, and one by one went out as they reached the Earth's shadow. Hynek wrote "NML" on the Project Blue Book record



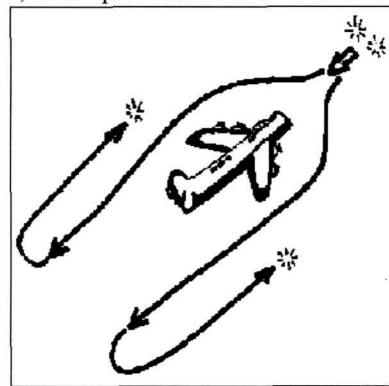
card. Anything is possible, but this explanation is as close to preposterous as you can get.

Hynek would have done better to confine his NML theory to such location-based luminosities as the Hessdalen phenomenon in Norway, the Yakima Indian Reservation lights in Washington State, or the Marfa, Texas, lights. Although some puzzling observations are reported from these places and others like them, the usual case is a hide-and-seek, you-can't-catch-me ball of light. I would be willing to stand beside Hynek and entertain the notion that such things have little, and probably nothing, to do with the core UFO phenomenon.

But what about odd lights higher in the sky? Ever since Brig. Gen. Edwin M. Day, at Dhahran Air Field in Saudi Arabia, wrote to Chief of Air Force Intelligence John A. Samford about his sighting of an extremely high-velocity light (actually, two dull white lights with nothing between them), the USAF had to take seriously the idea that such lights were technology rather than NMLs. In fact, Gen. Day's case was similar to many World War II foo-fighter encounters.

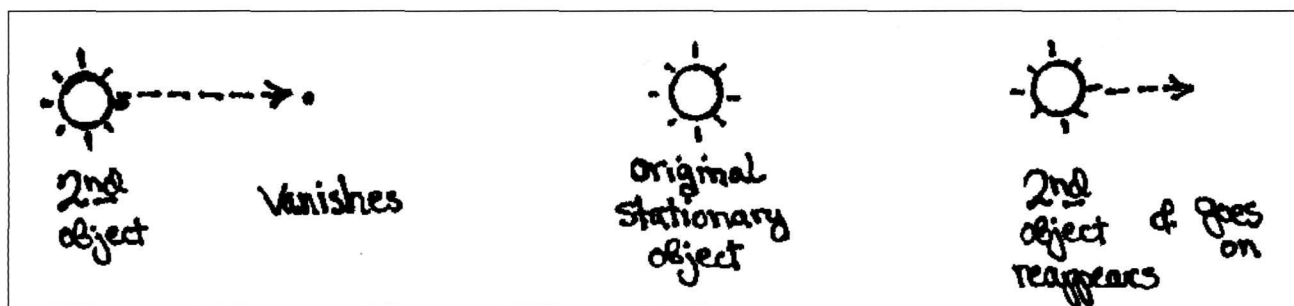
Here's another one, with a double-barrelled pair of lights, for our amusement:

The South Atlantic, 1944. On a flight between Brazil and Africa, the cockpit crew of a military transport plane saw a pair of bright yellowish lights headed straight towards them. They didn't look like airliner lights. They rapidly approached the nose of their plane, then split and went to each side, narrowly avoiding an impact. Soon the crew noticed that the lights were returning from behind, outrunning the plane. Again the lights passed on each side of the aircraft, pacing it at a distance of less than a city block before departing. After landing, the military told the crew to keep the story to themselves, an understandable wartime precaution.



Could this case and the foo-fighter reports represent some natural phenomenon? That seems to stretch the imagination, but let's consider the idea a bit. The NML could be a phenomenon that operates according to relatively simply

Michael D. Swords is professor emeritus of the Environmental Institute, Western Michigan University, Kalamazoo.



The Koszalin object, 1984

physical laws. Physics is simple and works in an action-at-a-distance world. Perhaps some kind of luminosity could cleanly and geometrically split to bracket another object (the plane) and maintain its distance electromagnetically to perform the tricks reported by the pilots. So, without giving up on the idea, let's plow on.

Barbados, 1978 and 1980. In 1978, two witnesses, including a founder of the Barbados Astronomical Society, saw a large, green, sharply outlined circular light passing quickly from behind one cloud mass to another. The case was written up and accepted for publication in the *Journal of the Royal Astronomical Society of Canada*. The author commented on four possible explanations: a bright-green bolide (meteor), ball lightning, a UFO (extraterrestrial technology), and a hitherto unknown natural phenomenon. As a typical cowardly academic (in public, at least), he opted for ball lightning, with some wiggle room left open for a green fireball.

In 1980, the same author received another report from a teacher at Queen's College. This time a large, green, sharply defined circular headlight fell quickly from the sky directly towards the ground, disappearing behind trees. Our academic wrote to Hynek and said he was "perplexed" by all of this. Well, he should have been. This object was huge—it had an apparent diameter of 9–10 inches at arm's length, and it had gone down (at the nearest) behind trees standing about 100 meters distant. At a minimum, that would make it roughly 80 feet in diameter. Even if we allow for estimation errors, it was still probably 40–50 feet in size. The 1978 light couldn't have been much smaller. It was described as the apparent size of the full moon when seen at the horizon, and it was moving beyond the clouds in the sky at the time. Hmmm, a 40–80 foot (perhaps even larger) green sphere. Ball lightning?

Our brave astronomer had ducked. And how did he dismiss UFOs? His answers were three:

1. It is hard to believe that only two people witnessed it. What, one wonders, was going through his mind? "Only two people" (as far as he knew) saw it, whatever it was, but this had nothing to do with its identity. Evidently, the mere thought of a UFO can disrupt the basic functioning of the logical center of the brain itself. Academics are more prone to this influence.

2. The witness said she didn't think it looked metallic. This *must* mean that it wasn't technology, because all

technology, whatever its source, must be made of metal and look metallic.

3. He agreed with Carl Sagan that extraterrestrials are extremely unlikely on *a priori* probability arguments.

So let's recap. The witnesses saw a 50-foot globe of lightning that struck a few hundred meters away. Or, they saw a 50-foot bolide doing the same thing. Yes, those explanations make more sense and are more profound than the UFO hypothesis. But, to be fair, our large green fireball could still be a natural phenomenon unrecognized by science, so let's trudge on to our next case.

Koszalin, Poland, 1984. Two witnesses spotted a bright object that seemed about three times larger than Venus appears at its closest approach to Earth. The orange ball began cycling in color from dark orange to light orange to yellow to blue. Another object approached and, at a distance of about 10 diameters from the first ball, disappeared, then reappeared at a similar distance on the other side in a few seconds. It moved away and vanished again. The original ball remained, continuing to cycle its colors. Another orange ball then approached, moved under the first, and was absorbed into it. After merging, the remaining UFO turned light blue and disappeared. A few minutes later, another orange ball came into view at the same place, brightened considerably, and smoothly accelerated away.

Okay. Ball lightning? Bolides? I don't think so, and I'm barely hanging on to "unknown natural phenomena." Let's continue deeper into this mystery.

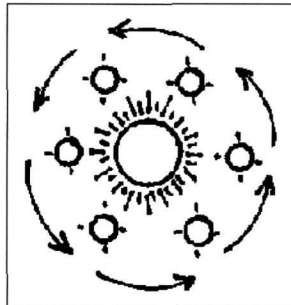
Over Mobile, Alabama, 1956. UFO veterans will recognize this case as the Capital Airlines report. Capt. W. J. Hull and his copilot saw what they thought was a meteor, but the brilliant blue-white light did not fizzle out. Instead, it stopped directly ahead. They estimated the light to be seven to eight times as bright as Venus at its most brilliant. It was about one-tenth the apparent diameter of the Moon. The two pilots were then treated to two minutes of erratic and zany antics by the light. In Hull's words:

It darted hither and yon, rising and falling in undulating flight, making sharper turns than any known aircraft, sometimes changing direction 90 degrees in an instant. . . . MacIntosh and I sat there completely flabbergasted at this unnerving exhibition. . . . the strange light began another series of crazy gyrations, lazy 8's, square chandelles, all the while weaving through the air with a sort

of rhythmic undulatory cadence . . . then, apparently content at the consternation which it had wrought, the object shot out . . . rising at the most breathtaking angle and at . . . fantastic speed.

Hmmm. Dare we suggest “display”? Should we look at another?

La Luz, New Mexico, near Alamogordo, 1980. A woman was driving home from an evening art class on a deserted road. She noticed what she thought were the lights of a large airplane coming toward her. It was very low and she feared that the pilot was attempting to land it on the highway. Believing she could be in danger, she stopped her car and opened the door. The lights suddenly stopped as well, just ahead. She could now see seven white lights, with one larger central light pointed at her and six smaller lights either revolving or flashing quickly in sequence to simulate motion. The lights never altered their distances from each other, but no connecting structure was visible. The assembly had halted 40 yards ahead and about 80 yards up in the air. As usual with these things, there was no noise. She said, “I seemed to be the focus of someone’s attention.” She slipped back into the driver’s seat and closed the door and windows.



Then, in her words: “After a short time, they moved faster and then in a *syncopated* [her emphasis] rhythm pattern. It was a show . . . Wow! And this show is being put on just for me.”

The center light then became so bright that it scared her again, so she decided to make a run for it. The array appeared to anticipate her intent and began moving down the road, leading her along her route for two or three minutes as she drove at 50 mph. Then it was gone. And her mood changed again to sorrow that the “once in a lifetime opportunity” was over.

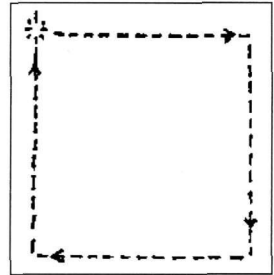
Captain Hull: “weaving through the air with a sort of rhythmic undulatory cadence . . . I sat there completely flabbergasted.” The art student: “they moved . . . in a syncopated rhythmic pattern. . . . And this show is being put on just for me.” Not ball lightning, nor bolides. Natural phenomena? Only if one adds some intentional agency to it, somehow. Technology, maybe. These last two cases were displays, simply and obviously, intentional displays. It is hard not to see the South Atlantic foo fighters that way, too, and perhaps even the Koszulin, Poland, case.

You want to read more, don’t you?

Goodfellow Air Force Base, San Angelo, Texas, 1965.

An off-duty security guard was killing time. He saw a light moving in the distance on a course that would go directly over his position. He watched it coming onward until it almost reached the zenith (it was at about an 80° elevation). Then it

stopped. It made a 90° turn toward the south, then another 90° turn toward the east, then another 90° turn toward the north, and a final 90° turn toward the west. It had traced a perfect (and huge) square in the sky. The light settled at its original spot of departure and just dimmed out until it was gone.

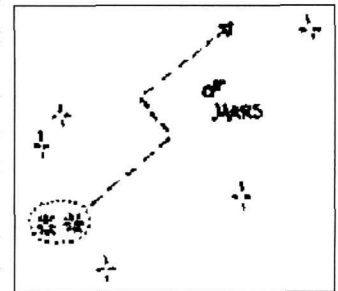


Butte Falls, Oregon, 1960. Two men saw a white light seemingly in the road ahead of them. They tried to get closer, but the light retreated and rose to about 100 feet. As it did, it changed color to orange. They guessed the light to be small, maybe three feet in diameter. It then flew a rectangle in the sky, rose at a 75° angle, and accelerated away.

Melle, Belgium, 1931, and Wilrijk, Belgium, 1949. In two separate events, a luminous globe (one white, one yellow) cruised into the sky (one low, one high; one small, one apparently large), and drew a cross in the sky.

Manosque, France, 1971. Two bright lights, seemingly linked to one another and spinning about within a yellow luminous halo, moved slowly away from the observers across the sky. When they/it reached the spot which would have occluded the planet Mars from the observers’ sight, they/it drew a right-angular path around it and then went onward.

Well, whatever they are, they know their simple geometry. And that is part of the answer to Hynek’s inquiry about NMLs back in the 1950s. There may indeed be simple, natural, physical NMLs, but they can’t explain most of the cases described here. NMLs may be a form of physical or geological gold for the lucky scientist who can unravel the mysteries of Hessdalen, but that’s not going to turn out to be what the UFO phenomenon is all about.



NMLs lack something that we see all over the really anomalous UFO cases: intention. There’s deliberate display. There’s intelligent agency. That intelligence is, obviously, not human. But it is not necessarily ET either. What we can say is that some form of nonhuman intelligence is associated with these performing globes and their light shows. And, please, never tell me or that charming art student that nocturnal light reports are boring. ♦

AN APOLOGY

The editors of *IUR* had intended to produce an issue somewhat earlier than this one, which went to the printer in late June 2009, but technical problems (in the form of two successive mother board crashes) delayed us inadvertently. We sincerely regret the inconvenience.

TWO ROSWELL WITNESSES, RECONSIDERED

BY KEVIN D. RANDLE AND ANTHONY BRAGALIA

Editor's note: Yes, another article on Roswell in IUR. How is that possible, you might be wondering? What else can be learned about this now-distant event? The answer is straightforward: We will publish an article on Roswell when something new is uncovered, and investigators Randle and Braglia have done just that with their recent work locating a witness to back up the testimony of an established witness. We would be quite excited to uncover new documents that provide indisputable evidence about various details of the Roswell crash and recovery, but failing that, witness testimony—as is true for many historical events—is what we must study. To reject it out of hand is a mistake, as is accepting it uncritically. You can judge for yourself how, and how well, this new testimony fits into the Roswell case.

Over the last year, we have been exploring various facets of the Roswell UFO crash case with an eye to verify and corroborate some of the testimony that witnesses have offered. Skeptics thought they could dismiss the information provided by Frankie Rowe and Lydia Sleppy, two women with tangential roles in the Roswell case, because their tales very nearly stood alone. Such is not the case.

FRANKIE ROWE

New information from a Roswell firefighter has surfaced that not only corroborates part of what Frankie Rowe reported but also confirmed that he, the firefighter, believed that what crashed had not been built on Earth. It also suggests that others in Roswell, including Sheriff George Wilcox and

Kevin D. Randle is a retired lieutenant colonel with service in both the Army and the Air Force. He has been studying UFOs since the 1960s. His latest book on UFO crashes will be published in Spring 2010. Anthony Braglia has long provided behind-the-scenes support to researchers in quest of the truth about the Roswell crash. He has become more visible in the field recently, authoring articles that appear on such websites as Unexplained Mysteries, Anomalist and UFO Digest. For over two decades, he has led a global executive search firm, consulting to the engineering and science industries.

City Manager C. M. Woodbury, knew about the event.

The firefighter, whose last name is Smith, is now 90 years old. He told both of us, in separate interviews, that he remembered the Roswell incident, and that—contrary to what had been reported by other researchers, including the late Karl Pflock—there had been a crash and there had been a visit from an Army officer to tell the firefighters their help wasn't needed.

He told us that a colonel from the base had come into the fire department and informed those on duty that “an unknown object from some place else” had crashed outside the city. The colonel told them that the military would take care of it and that they were not to tell anyone what they had heard. He told them that no one needed to go out to the site. This, of course, explains why there is no record of such a trip. They were told not to go, so there was no official fire run.

When one of us (KDR) interviewed the long-retired firefighter, he was more than a little irritated that I seemed to be asking the same questions over and over, but it was only to verify the information. He told both of us that although the fire department hadn't been involved in the retrieval operation, some of the firemen knew it had taken place.

I then asked if the retired firefighter knew Dan Dwyer, Rowe's father. The answer was yes, he did. Pflock might not have asked this question. I wanted to know about the claim that Dwyer had made a run outside the city, and as part of the firefighter's answer I learned of the colonel who had advised against it. Then, importantly, he said that Dwyer did drive out to the crash site in his personal car. Dwyer, but not the fire department, went out there, which explains why there is no record of it and why some of the other firefighters didn't remember it. But it also explains why Frankie Rowe could talk about her father having been out by the crash site, even if the fire department was not officially involved. All of this information tends to independently corroborate the story that Rowe has been telling for nearly two decades.

Pflock had used the retired firefighter as a witness to attempt to prove that the Roswell Fire Department had not



Frankie Rowe

made a run outside the city, and that Frankie Rowe's story could not be corroborated. I was getting the same information until I asked about Dan Dwyer, and it was only then that this new information surfaced. Pflock missed the part about Dwyer driving out in his own car and later reporting to his fellow firefighter what he had seen.

The retired firefighter was quite clear about all of these points. They had been visited by an officer from the base, they had been told not to go out there, and Dwyer did go in his personal car.

He then provided another key piece of information, adding that the Roswell Army Air Field Fire Department was involved in the crash recovery. The firefighter said that this was where the confusion comes from. The city didn't go out but the base fire department did.

Additionally, the firefighter told one of us (AB) that the Roswell city manager knew about the event and came into the fire department to personally order the men to say nothing about the crash. The city manager at the time was C. M. Woodbury, who could be an intimidating individual. This was because Woodbury was known as the "Iron Major"—a decorated war vet of the notoriously effective 752nd Tank Battalion. Woodbury was also very close friends with Butch Blanchard, the Roswell Army Air Field base commander.

Does this new testimony prove Rowe's story to be true? Of course not. But it does confirm that she hasn't been lying. She was telling us exactly what her father told her, what he had told her sister, and what he had told his friend and colleague in the Roswell Fire Department.

LYDIA SLEPPY

This isn't the only important information to come forth in the last few months. Lydia Sleppy has had her name and intelligence dragged through the mud as well. But her story predates most of the mentions of Roswell, and that can now be documented.

The first known mention of the Sleppy story came in 1974 in the old *Saga UFO Report*. A news item said, pretty much in its entirety:

... [I]n New Mexico, a woman with a responsible position at a radio station received a call from the station manager. He had been out checking reports of a UFO which had crashed in a field and was trying to track down the rumor that pieces of the object were supposedly stored in a local barn. In his excited call to the newsroom, the station manager verified the UFO crash report, and also claimed he had seen metallic pieces of the UFO being carried into a waiting Air Force plane which was destined for Wright-Patterson Air Force Base.

As the woman began typing out the fantastic news item over the Teletype to their other two radio stations,



The Roswell city fire department in 1947

a line appeared in the middle of her text, tapped in from somewhere, with the official order: "Do not continue this transmission!"

The next appearance of Sleppy, as far as we know, was in *The Roswell Incident* by Charles Berlitz and William Moore. They wrote in 1980:

Understandably bemused, Lydia placed the phone in the uncomfortable position between ear and shoulder and started to type McBoyle's startling statements into the Teletype. But after she had typed only several sentences the machine suddenly stopped itself. As this was a common occurrence with teletypes for a variety of reasons, Lydia was not concerned, though she had never been cut off the air before in the middle of a transmission. . . .

Moving the telephone from her neck to her hand, she informed McBoyle that the Teletype had stopped at her end.

This time, according to her recollections, he seemed not only excited but under pressure and apparently speaking to someone else at the same time. His voice seemed strained. "Wait a minute, I'll get back to you ... Wait ... I'll get right back." But he did not. Instead the Teletype went on again by itself and started addressing Albuquerque, or Lydia directly. The sender was not identified and the tone was formal and curt: ATTENTION ALBUQUERQUE: DO NOT TRANSMIT. REPEAT DO NOT TRANSMIT THIS MESSAGE. STOP COMMUNICATION IMMEDIATELY.

Note here that the source of this order has not been mentioned (specifically, the FBI is not mentioned), and while there are people quoted by Berlitz and Moore, it is not indicated if those people said those things, if it was one person quoting someone else, or if it was exactly what Sleppy had told to Moore and Berlitz.

In *Crash at Corona* by Stan Friedman and Don Berliner, written in 1992, we learn something more. They write: "While he [Johnny McBoyle] refused to discuss the matter even after almost half a century, another principal has been found. Lydia Sleppy, the Teletype operator whose message was interrupted so mysteriously. Long thought to have died, she was located by Stanton Friedman in October 1990 and interviewed. Apparently Friedman had forgotten that he and Bobbi Slate had used the Sleppy story long ago (or even he failed to make the connection after he began his Roswell research)."

The critical paragraph in that interview is, "I went back and asked Mr. [Karl] Lambertz (he came up from the big Dallas station) if he would come up and watch. John was dictating and [Karl] was standing right at my shoulder. I got into it enough to know that it was a pretty big story, when the bell came on [signaling an interruption]. Typing came across: 'This is the FBI, you will cease transmitting.'"

Now we have the FBI involved, but there is nothing to suggest where that notion came from. Sometime between the publication of *The Roswell Incident* and the investigations

that began in the 1990s, Sleppy became convinced that it was the FBI who had interrupted her.

Please note one other, now important, fact. She said that the bell came on signaling an interruption.

When one of us (KDR) interviewed Sleppy, she said, "I called Mr. Lambertz, Karl Lambertz, who was acting in Mr. Tucker's place [that would be Merle Tucker, the station owner who was away on business]. . . . He was the program director. I called Mr. Lambertz up, there was something coming through and I had just started—I don't know how much I typed but I was typing what John [Johnny McBoyle] dictated when the signal came on that this was the FBI and we [should] cease transmitting."

I asked if she knew what FBI office but she didn't. She said, "It was the FBI that stopped us."

In my 1991 book with Don Schmitt, *UFO Crash at Roswell*, we suggested that it was the FBI office in Dallas that interrupted the transmission, and I frankly don't know where that notion came from. I believe that Schmitt suggested it because the FBI office in Dallas had been involved in the balloon end of the story—there is a document from the FBI about the balloon as told to them by Major Kirton from the Fort Worth Army Air Field—and he might have assumed that the FBI office in Dallas was involved. Of course, that might have been my assumption as well.

Karl Pflock, in his 2001 book *Roswell: Inconvenient Facts and the Will to Believe*, wrote: "Subsequently, I did some further investigating. Merle Tucker told me the Teletype in KOAT's office [that is the Albuquerque office of his fledgling radio empire] had both a send and receive capability, but did not know if it was possible for an incoming message to be automatically printed on it without some enabling action being taken first. I was told by several journalistic old-timers that in the 1940s send-and-receive Teletypes definitely had to be manually set in one mode or the other. If a machine was set to send, it could not receive an incoming message. A bell would ring to alert someone to switch over to receive."

Kal Korff, in his wildly inaccurate 1997 book on Roswell, wrote, "In researching the technical aspects of what would be required to place such a 'tap' on the kind of machine that Sleppy had to have used at KOAT, it was discovered that the particular model she used had both send and receive capabilities. This discovery seemed to initially support the feasibility of Sleppy's story. However, the credibility of Lydia Sleppy's account began to unravel when the Dallas FBI field office noticed that in order to have received a message, the bell on top of her Teletype would have gone off to indicate an incoming transmission. At that point, in order for Sleppy to receive the incoming message and have it print out for her to view, she would have to have then thrown a manual switch to put the machine into the receive mode."

The implication here is clear. The Sleppy tale can be discounted because there had to have been a warning bell and she would then have to flip a switch, but she never testified as having done so.

So, here's where we are. I don't know when the FBI

entered this tale, only that it was sometime between Sleppy first appearing in the old *UFO Report* and in *The Roswell Incident* and then her testimony in the 1990s. I don't know if this is something she remembered, if it was something someone suggested to her and she incorporated into her story, or if it is a bit of confabulation. In the end, it might not be an important fact, other than to suggest that memories are fallible and we must be careful when interviewing witnesses after decades have passed. What we need for such testimony is independent confirmation (which we have in the statements from Frankie Rowe and the firefighter).

Assigning the interruption to the Dallas office is something that Don Schmitt or I did based on our research at the time. That doesn't mean that there was no Teletype message into KOAT, nor does it mean that the FBI didn't send one. But it is true that we found no paper trail for it and others who have followed have found no paper trail.

I might point out that those who discount the tale because the FBI said they had no paperwork forget that if the case is classified, they might not have the sufficient clearances to see that paperwork. And, yes, we can point to other FBI operations that were so highly classified that only a handful of agents knew of them. One project, Operation Solo, was so highly classified that even presidents were unaware of it, and agents working in the same New York office didn't know it was happening.

But let's concentrate on the important points of the Sleppy account. Of great significance is the simple fact that she told this story to researchers *prior* to the publication of the first book on Roswell, *The Roswell Incident*. Second, she has been consistent in stating that her transmission was interrupted and she was told to cease that transmission. Pflock and Korff learned that there was a mechanism for interrupting transmissions, but it required the operator to make a manual change. Directly pertinent to this notice for operator action, Sleppy had made the statement "*when the bell came on [signalling an interruption]*" in an interview with Friedman (emphasis added). This was before Pflock's and Korff's criticism.

In fact, in the affidavit published in Pflock's book (and gathered by the Fund for UFO Research) Sleppy said, "As I typed McBoyle's story, a bell rang on the Teletype, indicating an interruption. The machine then printed a message something to this effect, 'THIS IS THE FBI. YOU WILL IMMEDIATELY CEASE ALL COMMUNICATION.'"

In other words, Pflock and Korff were correct about a signaling bell, but Sleppy mentioned that signal in her interview with Friedman and later in her affidavit. Thus, Sleppy's mention of the bell actually adds weight to her account. That she didn't mention then making the manual switch to receive a transmission allows skeptics a (slight) opportunity to dismiss her account, but that is hardly a point on which to reject her otherwise believable account. Remember that no researcher knew enough about the Teletype operation to ask Sleppy whether she switched to receive mode. And, if

(continued on page 24)

NEAR MISS WITH UAP NEAR SÃO PAULO AIRPORT

BY RICHARD F. HAINES, © 2009

This article summarizes a near-miss aerial encounter between a Brazilian passenger flight and a single, self-luminous, self-propelled, sphere-shaped phenomenon during an afternoon in 2004.

The exact date of this near-miss event is not known. The primary reporting witness, Capt. XX (the first officer), did not record it in his log book because the senior captain “refused to acknowledge the event in public.” (The primary reporting eyewitness is referred to as Capt. XX. Although he gave permission for his name to be used, I decided against it for his protection.) In correspondence with me, Capt. XX wrote that this flight took place “during the week and not on the weekend.” He also said, “I cannot be precise [about the season] because the weather around here has been changing a lot and you have warm days, bright sunny days even during the winter.” The encounter took place sometime during the afternoon.¹ He recalls seeing cockpit shadows from the sun.

FLIGHT CREW WITNESSES AND PASSENGERS

The primary reporting eyewitness was Capt. XX, 45 years of age. He was flying this leg in an ATR 42-300 twin turboprop, and he had accumulated about 3,000 hours flight time in this type of aircraft. By 2008, he had logged more than 10,000 total flight hours and also had flown many different small-propeller aircraft including the EMB 110 Bandeirante (1,300 hrs.), ATR 442 (3,500 hrs.), and Citation II and Citation Ultra (1,500 hrs.). He had no military flight experience. He had seen another unexplainable self-luminous phenomenon while flying a Citation jet in the vicinity of São Paulo sometime between 1989 and 1991.

The second eyewitness was Senior Capt. YY, 52 years old, sitting in the left seat. During the sighting Capt. XX turned to his left and asked him, “Did you see this? Have you seen this?” He answered, “I saw it, but if you say that, I will deny that I did. I know what it was, but I’ll deny [it].” Nothing more was said between them for years. More recently

the senior captain has been employed by another airline.²

There were about 16–20 passengers on board and two cabin attendants. Due to the position of the Unidentified Aerial Phenomenon (UAP) relative to the airplane, it is very unlikely that anyone else on board saw it, although this isn’t known for certain.

The witness indicated generally clear air en route to São Paulo from the north. The witness said, “I remember a clear day, city in view. Someway it comes to my mind [that there were] some small cumulus [clouds] around [the] Guarulhos area, but not significantly. . . . it was rather a dry day. . . . [When flying between the navigation fix ERIC and EVER] the air was clear horizontally and vertically. I do not have the METAR, but I think that São Paulo was CAVOK [Ceiling and visibility unlimited].”³ “The sky was blue”⁴ with “winds from 6 to 12 knots.”⁵

THE AIRPLANE

The pilots were flying a French-built (Aérospatiale/Alenia, Avions de Transport Régional) ATR 42-300, two-engine, short-haul, regional, turboprop aircraft. Figure 1 shows a similar model flown by a different airline. This model aircraft has been in revenue service in many countries since 1985 with more than 400 built to date. The “42” refers to the number of passengers. It is considered a relatively high-performance aircraft. The latest version (ATR 42-500) has a maximum cruise speed at 17,000 feet of 300 knots. This airplane was not equipped with a Terminal Collision Avoidance System (TCAS).



Fig. 1. ATR 42-300 in flight.

Richard F. Haines is chief scientist for the National Aviation Reporting Center on Anomalous Phenomena and was the former chief of the Space Human Factors Office at NASA Ames Research Center in California.

FLIGHT PATH AND SIGHTING DETAILS

This flight was returning to São Paulo's Congonhas Airport (SBSP) from one of the following small cities to the northwest: Bauru, Marília, Presidente Prudente, Araçatuba, or Araraquara. Capt. XX cannot recall which one. All are within 300 miles of the Congonhas Airport, one of the busiest in Brazil. Congonhas uses two primary navigational approach entry points for landing: Point 1 is SANTANA (STN, discussed below and shown in Figure 2) generally for flights approaching from the northeast, north, and northwest and landing on Runway 17 L and 17R; and Point 2 is referred to as the REDE fix for flights arriving from the coast to the southeast, south, and southwest and landing on Runway 35L and 35R.

The following reconstruction of events is based on Capt. XX's memory and his extensive flight experience flying to and from São Paulo's Congonhas Airport. Without radar confirmation of the UAP's position at any time during this 14-minute-long visual sighting, its location must be considered only approximate. I have arbitrarily selected three locations along the airplane's flight path from which to consider various characteristics of the UAP. These three airplane locations are shown on Figure 2 with bold, block letters as:

A. At or very near the VOR navigation fix named ERIC; airplane on a heading of 158°.

B. Passing just north of the VOR fix named SANTANA (STN) shown by concentric circles in the lower center of Figure 2. Here the airplane is banking left and altering its heading by 52° to a new heading of 106°.

C. On heading of 106° from STN and very "close to the navigation fix named EVER" and shown by a triangle in Figure 2. This location is only approximate. At this location, the witness estimated he was about one minute flight time before he would normally begin to turn to the right to intercept the instrument landing system localizer to Runway 17.

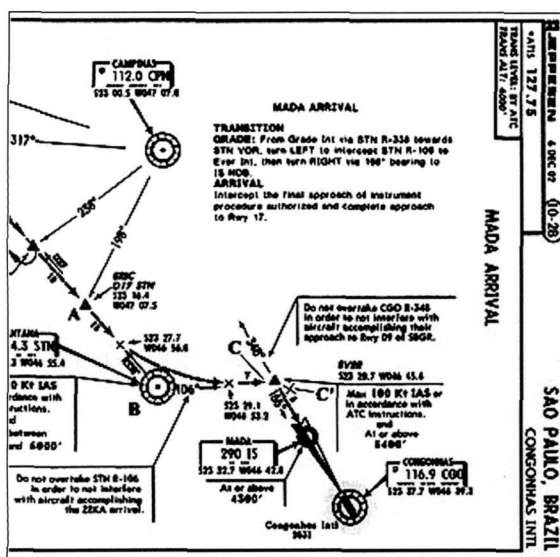


Fig. 2. MADA arrival chart for Runway 17, Congonhas

LOCATION A: ERIC

Capt. XX kindly provided an approach chart,⁷ a portion of which is presented as Figure 2. He definitely remembers arriving at a navigation fix called GRADE and continuing on autopilot toward the south-southeast toward the SANTANA VOR beacon (labeled B in the lower center of Figure 2) following a straight course approximately 60 miles long on a heading of 158°. The flight was conducted under Instrument Flight Rules. Atmospheric visibility was good and the flight was under active ground radar monitoring and vectoring at the time.

Upon arriving at ERIC, Capt. XX noticed a single, relatively intense white light at his ten-thirty or eleven o'clock position (about 30–40° to the left of his flight path). There is another large airport to the north of São Paulo called Cumbica (see Figure 4); its official acronym is SBGR. At this location, the witness's aircraft was at about FL080 (approximately 8,000 feet) and traveling about 180 knots; it was descending and slowing in conformance with air traffic control (ATC) instructions prior to landing. Regarding the estimated location of the UAP, the witness said, "I would rather say [it was] somewhere . . . in between Cumbica Airport and Congonhas Airport."⁸

In order to help visualize the apparent location of the UAP and its approximate angular size within the outline of the windshield, the witness kindly provided several composite illustrations. He used cockpit photos he had taken, while on the ground, of the same model airplane; he stood just behind the pilots' seats on the cockpit's center line. Then he superimposed other daytime aerial photos of the ground he had taken from the air at different locations. Figure 3 depicts the small, round, white UAP seen just left of the aircraft's center windshield post and low on the horizon when he was at Location A (ERIC).

The witness's initial estimate of the distance to the UAP from Location A was 20 nautical miles "in the neighborhood of São Paulo airport." The measured distance from point A and Cumbica Airport is about 38.2 nautical miles.⁹ The measured distance from point A to his destination airport, Congonhas Airport, is about 33.5 nautical miles. Of course, the actual distance to the UAP is not known.

The witness also provided estimates of the angular size of the UAP at each of these three locations. At Location A it appeared as "just another traffic [airplane] approaching them,"¹⁰ "only as a single white light" that flew along a "constant course."¹¹ He said its initial angular size was equivalent to about 1.5 times the thickness of a pencil lead held at arm's length, or about 3 mm. Assuming the viewing distance to the pencil to be 71 cm, the resulting angle is about 14 minutes arc, or just under one-half of the full Moon's diameter of 32'.

Capt. XX said that somewhere between Location A and B he asked Capt. YY to contact center to ask about other possible traffic in the area. But even when they arrived near the SANTANA VOR fix he had not done so. Capt. XX contacted center himself and learned two things: There was



Fig. 5. Approximate location and appearance of the UAP when the airplane was on a heading of 106° at Location B

the cockpit to various locations. Line STN-A is directed toward the Congonhas Airport (SBSP), some 17.3 nautical miles distant. Line STN-C is directed toward the Cumbica Airport (SBGR) about 23.8 nautical miles distant. Finally, the small dot represents the estimated location of the UAP (along the line STN-B) when first seen at Location A. Its distance would have been about 29 nautical miles.

Assuming that the airplane was just approaching STN and had not yet begun its left turn, the UAP would have been located 30–40° to their left side. However, if the UAP was not at the dot location but somewhere else between Cumbica and Congonhas airports, then the UAP could have been between about 30–60° arc to the left of their heading.

Upon leveling their wings on their new heading of 106° beyond STN, the UAP was now seen at a bearing of about 125° or about 20° arc on their right side. In other words, their change in heading caused the distant UAP to appear to move across to their right-hand side.

Based on his recent recollection of the UAP while he was near STN, the reporting witness wrote, “As I was concerned about the the object . . . I would prefer not to go faster but slower [than about 165 knots]¹⁶ in order to see better [how] the situation developed. . . . I don’t recall . . . any increase in airspeed while traveling along the 106° heading.”¹⁷

I asked the reporting witness whether the UAP seemed

to be descending with their airplane, that is, whether it appeared to be matching their descent so as to be on a collision course. In response he wrote, “I couldn’t notice any descent movement on the part of the object. As I was descending it remained at the same angle of the cockpit. As it was always steady [maintained a smooth horizontal motion], that called my attention [to it] because if it were following the approach to Runway 17, any traffic along the LOC [localizer] course should not be there for a long time. What I could perceive was that it was moving in a way that I calculated that, if it continued, we would get together [collide]. So, as regarding some sort of [perceived] motion, [there was] only that of an approaching target. But I could not observe that it was descending with me.”¹⁸

Capt. XX asked Capt. YY if he was looking at the other unidentified traffic and learned that he was. The traffic continued to appear to be approaching their airplane. He also asked the senior captain how long approach control would remain silent about the other traffic. About then he noticed that the other object had no navigation lights, but looked only like a self-luminous point or ball. He then asked Capt. YY to contact ATC.

Figure 5 is the witness’s photographic composite image of the UAP when the airplane was on a heading of 106° and nearing a navigational fix indicated by X on Figure 8 but

before beginning to turn right.

After an unspecified period of time when the senior captain had not called ATC, Capt XX called them himself. He was informed that they did not see the other traffic on ground radar. Because the airplane had turned left to the new heading of 106°, and the UAP was moving north, from the cockpit the UAP appeared to have stayed in basically the same two o'clock relative position, which would signal an eventual mid-air collision if nothing else changed.¹⁹

Capt. XX said that the relative bearing to the UAP from the airplane²⁰ was now only about 6° to their right, which confirms the pilot's stated concern that it might collide with them if they both continued their present flight paths.

I attempted to obtain a more accurate determination of the distance to the UAP as seen from Location B (in Figure 2 or Figure 8). Using the chart presented in Figure 4 for basic ground reference points, the witness was asked to assign a probability number from zero to 100²¹ for each of seven equally spaced distances from his own location at STN. The witness's assignment of probabilities is presented in Figure 6.

What these probability estimates suggest is that Capt. XX modified his earlier estimate of the location of the UAP (as he was passing Location B, point STN) and

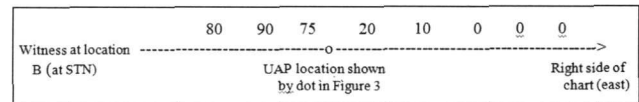


Fig. 6. Probability estimates of range between witness and UAP

now thought that it could have been nearer to him by an unknown amount. Referring to Figure 4, if the UAP was at the location marked by the witness (with the dot) then: (1) its azimuthal location would have been somewhere between the two airports mentioned above, and (2) its distance (from point STN) would be about 28.8 nautical miles. If the airplane were flying at about 165 knots (just beyond STN) and the UAP was 12 nautical miles away at Location B' (see Figure 9) and both were on a direct collision course, they would have met after 4.3 minutes of flight.

Using known distances and speeds of the airplane (Figure 2) between locations A, B, and C, the duration of flight was 10 minutes from A to B and 3.8 minutes from B to C. Knowing these durations to first-order accuracy permits calculations of the velocity of the UAP from A to B and from B to C, assuming that the X marks on Figure 8 are approximately correct. We find a UAP velocity of 28 knots between A to B and 58 knots between B to C.



Fig. 7. Approximate location and appearance of the UAP when the airplane was at Location C at beginning of right-hand banking turn

LOCATION C: JUST BEFORE THE NEAR MISS

At Location C the airplane was at about 5,500 feet altitude and traveling about 150 knots. Normally the pilot would have started his right-hand turn to intercept the runway's localizer upon arriving at the navigational fix labeled EVER.

At this point during the flight Capt. XX said, "this guy [UAP] is very close and is [still] approaching us. This is not an aircraft, only a light, and we are very close. . . . [As] I was heading to EVER then the object was to my right at about 20° or 25°."²² "[A]nd the object [was] approaching [me,] I saw that it was round, like a ball, so it was a sphere."²³

Then, when the airplane was "very close to the interception point on the localizer," the UAP was now so close that Capt. XX decided to turn off the autopilot, bank sharply to the right, and descend slightly to avoid a collision. He wrote that he thought he did this about one minute's flight time before reaching the fix at EVER. This is portrayed by the witness in Figure 7.

At this point both crewmen saw "a great torch [beam] of light [that] swept the cabin [and] caused great confusion." The cabin was suddenly and unexpectedly illuminated from the UAP appearing to come from the left side and moving across to the right. Both crewmen ducked down behind the instrument panel (for protection?) for several seconds, anticipating a mid-air collision. When I asked how long both crewmen bent forward and looked down, Capt. XX wrote, "Well, as soon as I initiated the curve [began to bank right and descend] perhaps in 2 seconds the beam came. I guess I would say about 8 seconds until the beam of light went away. . . . Well, I was with the controls, having the object [so] close by and having to detour and fly the airplane. I think that when I [made] that decision, I started to look at him [Capt. YY], like conveying, 'you see what I am doing?' and immediately [the] light came around [and the] cockpit alert went high at that moment—and I saw him with his head bowed while the light passed, gazing at the [floor] and I guess he remained like that for the following seconds."²⁴

Capt. XX provided the following additional comments about these final moments during the close encounter: "I don't know why I didn't look at [the UAP] in its closest moment. Something I would not [have] missed at any cost. But I missed the very moment that I could have [had] more answers—or perhaps more to wonder [about]. But somehow, I did not look [at it] and I cannot understand why."²⁵

It was then during the flight that Capt. XX asked Capt. YY, "Did you see this? Have you seen this?" He answered, "I saw it, but if you say that, I will deny that I did. I know what it was, but I'll deny [it]."

I wrote to Capt. XX to ask if he would feel comfortable with me remarking that any pilot would have been very frightened or panicked by seeing such an aerial object approaching them while in flight. He replied, "I was worried. The other captain was apparently not worried. At our closest moments with the object we were silent. And [I conducted the] detouring maneuvers, at least on my part in [a state of]

apprehension, uneasiness. There was no panic, but perhaps a reflexive behavior when the light passed from left to right in the cockpit, making us duck [in] some way. At the moment I started to bank right I really did not see the size of the object and I cannot explain why I did not look at it. Afterwards, when we looked at each other, I would say that a relief came. My thought at that moment was, that was too close for comfort."²⁶

Location C' in Figure 9 is where the UAP appeared to be when the airplane was at Location C. The calculated separation distance between them was only about 3.8 nautical miles. With the airplane traveling at 150 knots and the UAP also traveling at an assumed velocity of 150 knots, the time to impact would have been about 77 seconds.

After the UAP had passed beyond the airplane, Capt. XX maneuvered to intercept the localizer and completed the approach and landing on Runway 17R.²⁷ The UAP departed off toward the left side of the airplane, maintaining its altitude. Capt. XX continued to look at the UAP from his seat on the right side of the cockpit until the airplane was nearing the outer marker about 5.5 nautical miles from the runway.

Significantly, no air turbulence was felt at any time during this event. It is also important to note that this near miss took place only about 15 miles north of the runway threshold. We can ask whether tower personnel could have seen this event if they had been alerted in advance and looking in that direction. This is more likely if the UAP was continually emitting bright light in all directions as the witness's following testimony suggests. Capt. XX wrote that "The interesting fact at this time [was] that regardless of the angle you looked at the object [it] was still a bright light discarding the possibility of [it being] an aircraft."²⁸

At this point it is necessary to consider another approach plate for São Paulo airport (SANTANA 1 Arrival) presented as Figure 8. This is the first approach chart the witness provided the author before he had more carefully reconsidered the flight path he had followed during the incident. He marked six locations in black pen on this chart.²⁹ Circles labeled A, B, and C correspond to the three airplane locations discussed above. Crosses labeled A', B', and C' are the estimated positions of the UAP at corresponding times.

It is important to note that the apparent flight path of the UAP was linear and directed toward or near the EVER navigational fix where the airplane also was headed. The UAP never appeared to veer toward the airplane; both were on a converging course. "By no means [did] the UAP move towards my path when I was [flying on a heading of] 106° before my detour."³⁰

It will be noted that the three positions of the airplane depicted in Figure 8 differ somewhat from those shown in Figure 2. This is because the witness subsequently remembered that he hadn't used the SANTANA 1 arrival chart during this event but, rather, the MADA arrival (Figure 2). Figure 8 is presented only for its depiction of the three UAP positions and their distances apart relative to the more

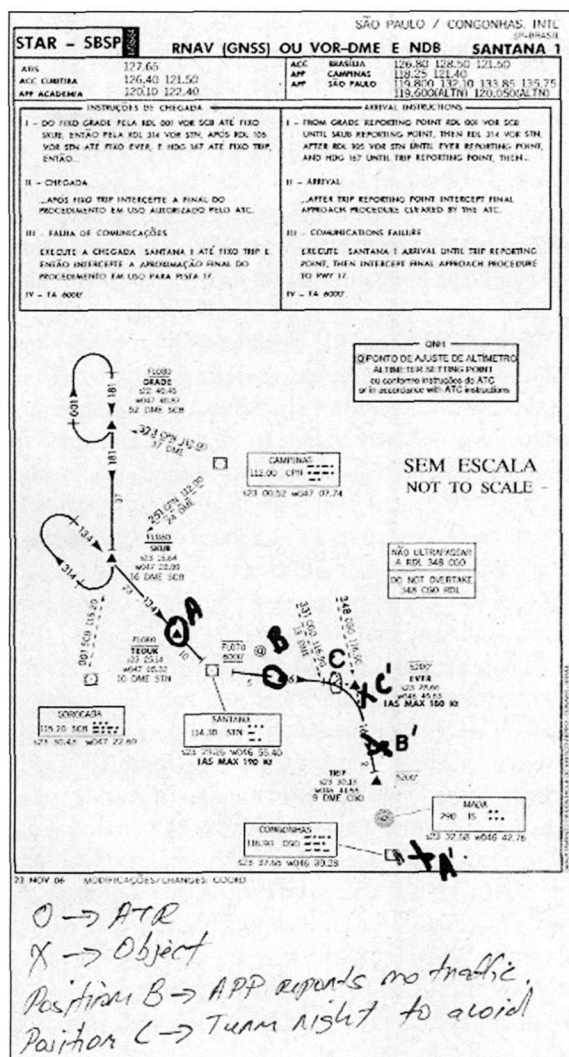


Fig. 8. Annotated SANTANA 1 approach chart to Runway 17, São Paulo (original flight chart received with witness notations in black ink)

accurately known position of the airplane at locations A, B, and C; this helps establish durations between these three locations to a first order of accuracy. Table 1 presents the result of these calculations.

Note in Figure 8 that the UAP was drawn as traveling farther from A' to B' relative to the airplane's travel distance from A to B while the opposite is true between points B' and C' versus B and C. It is as if the UAP seemed to be approaching the intersection point at a higher rate of speed in order for it to cover the greater separation distances portrayed in Figure 2. This is apparent in the calculated velocity values of the UAP in Table 1.

For the sake of completeness and possible useful reference, Figure 9 presents the DESCENT HOTEL 1 Approach chart to ILS Runway 17 to São Paulo. It contains much useful information for the region north and west of Congonhas Airport. This is an enlarged flight chart compared with Figure 2 and is useful for plotting the possible locations of the airplane and UAP relative to one another over time.

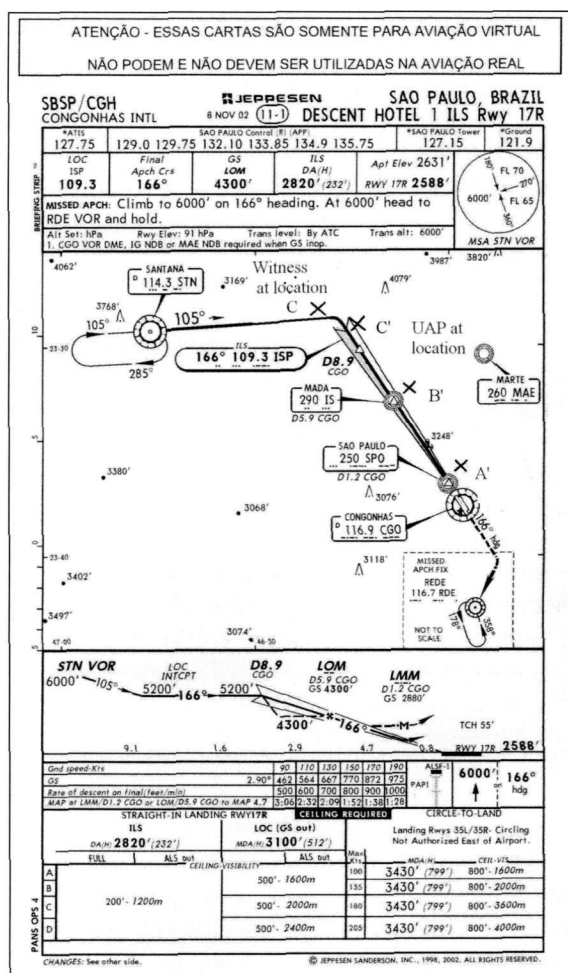


Fig. 9. Annotated DESCENT HOTEL 1 approach chart to Runway 17, Congonhas

Locations	Distance (n.mi.)	Velocity (min.)	Time to Travel
Airplane			
A-B	17.0 (K)	180.0 (K)	5.70 (K)
B-C	10.6 (K)	165.0 (K)	3.85 (K)
C-EVER	1.2 (K)	150.0 (K)	0.50 (K)
UAP			
A'-B'	4.7 (A)	28.2 (C)	5.70 (K)
B'-C'	3.7 (A)	57.7 (C)	3.85 (K)
C'-EVER	2.6 (A)	102.5 (C)	1.54 (K)

K = Known A = Assumed C = Calculated

Table 1
Distances, speeds, and flight durations based on witness narrative data and Fig. 5

Points C, A', B', and C' have been replotted according to the locations provided by the witness in Figure 8.

Capt. XX claimed that, as he originally sketched on Figure 8, the UAP appeared to be in the vicinity of Congonhas Airport when first seen (Location A'). Then the UAP moved continuously toward the NNW by about 4.7 miles over the same period of time as the airplane traversed from

A to B or 5.7 minutes. This represents a UAP velocity of about 28 knots.

If the distance traveled by the UAP from B' to C' is about 3.7 nautical miles and the duration of its flight was 3.8 minutes (again using the airplane's known flight distance and velocity as a reference), then the UAP's velocity would have been almost 58 knots.

Finally, if the distance traveled by the UAP from location C' to the EVER fix is about 2.6 nautical miles and it was covered in only 92 seconds, the UAP would have had to be traveling at over 100 knots. Even relatively small changes to the estimated UAP locations shown on Figures 8 and 9 could even out the calculated velocity of the UAP to around a constant 65–75 knots.

THE UAP

The reporting witness provided the following additional details about the UAP over the course of the approximately 14.3-minute-long sighting.

Appearance. Initially the UAP appeared as a very small, self-luminous area of bright white ("crystal") light, something like a single landing light on some airplanes. It was large enough to not qualify as an optical point source. "I saw no change in color at any time. It only seemed stronger [more luminous] as time went by."³¹

When asked about his statement that the center or body of the UAP had a "milky white" appearance he replied, "By milky I mean that it was more concentrated, not that there was a mixture of colors, but a single, unique color that I could infer it was a body, although I could not see its surface directly." Later in this same correspondence he wrote, "It was not silver."³²

When asked about his general impression of the shape and luminosity of the UAP, taking into account his entire period of looking at it, the witness replied, "I saw it was round, although I could not say it had any inner surface, that is, something [that] one could touch; in its center it had a more . . . milky light. . . . Now this center is not a single point [within] the object, but the very round shape of a more consistent light, which I refer [to] as a ball [of] light. Around this (ball) there was also light, with some minute streaks coming from [it]. . . . The surrounding light was not as strong [luminous] as was the center object."³³ At no time during this encounter did its outline shape change from "round."

Considering relative size of the UAP, the witness stated, "Let's say the inner ball [is] 10 cm [then] the outer sphere will be 10 cm plus 2 cm [in diameter]."³⁴ When asked whether there was a hazy appearance like fog that produces a gradation of luminance from the more luminous to less luminous area he replied, "Not exactly. The decrease was abrupt between the two areas [spheres], so that a clear distinction could be seen."³⁵ It is quite clear that the outer shell of light was semitransparent, of the same color, but also of lower luminance. This description has some elements in common with a spherically shaped, contained plasma where the sur-

face of the innermost sphere is at one energy level and the outer boundary is at a different level. If the outermost shell was less optically dense for some reason then it would tend to possess a lighter luminance than the inner core. What would produce a clear edge or boundary for both the inner and outer cores is not known.

The UAP had no colored navigation lights. It is important to note here that the UAP did appear to increase significantly in apparent size during its approach as has been mentioned above.

When asked about the color and origin of the streaks of light that seemed to be associated with the UAP during his sighting he answered: "[They were of the] same color as the main body or ball. I cannot say that they emanated from the centroid of it or, let's say, from its surface but they came [from/out of] the denser [inner] ball, not from the surrounding or external, fainter area. . . . I could not see any specific area in the inner ball that the streaks came out [of]. . . . The streaks were of the same strength [luminosity] as the inner ball, same quality, same intensity."³⁶

When asked about how often the light streaks would appear he answered, "This [question] is quite a tough one. First, they weren't abundant at all. At [the] distance when I [first] saw it [they] seemed to be fixed [emitted at a fixed interval]. As we came nearer I could see that they changed a little. I don't know if that was due to our angle [of view] that changed . . . or because it really changed. . . . At the nearest [position], although I didn't look at it directly, I had the sensation they [the flashes] were fixed. . . . I think it was a guided beam [not the streaks] that reached us, since it traveled from [our] left to right, as scanning and then mixing with the light coming from the streaks themselves plus the body, for the cockpit became more luminous."³⁷ The witness also said that he was certain the light flashes appeared to travel or extend beyond the edge of the outermost ball of light. Some of the streaks traveled beyond the outer edge by about the thickness of the outer shell of light.³⁸

Velocity. The calculated velocity of the UAP from Locations A' to B' and from B' to C' is on the order of 28 knots and 58 knots respectively, if the distance estimates provided by the witness are at all accurate. If the actual distances to the UAP are less, then these velocities would also be less. But what is more interesting is the calculated increase in its velocity from location C' to EVER where a velocity of over 100 knots was calculated. If these values are accurate to first-order magnitude, they suggest that the phenomenon had accelerated to double its velocity so as to arrive at location EVER when the airplane would arrive there. The levels of navigational-guidance and energy-management technology needed to achieve this objective are very high indeed.

While the airplane was flying between points A and C (Figure 8) the unidentified traffic appeared to be traveling at a "low speed." This judgment by the witness is based on a great many hours of flight experience where other airplanes are seen at large distances. Nevertheless, if a distant moving object or phenomenon can't be identified, then its absolute

size, distance, and to some extent even its velocity, cannot be judged as accurately. This is particularly true when the viewer is also in a moving vehicle and the UAP is viewed above the horizon where stable spatial references are not present. Here the UAP appeared to be moving through a horizontal arc in the sky, from the witness's right toward his the left.

Size. It is instructive to try to gain some rough idea of the size of this UAP. Earlier Capt. XX said, "My feeling was that it [the UAP] was not huge because I saw a ball of light and [at] the closest moment that I could still think 'I can wait [to carry out any needed evasive maneuver].' It appeared to be around one meter in size, perhaps a little less or a little more." However, the witness later provided a second size estimate based on a known object, namely a Piper Cherokee 140 as seen from another airplane cockpit in flight. "If you draw its diameter [length] on the horizon and add [a] light we are close to what I could see, at the closest moment."³⁹ A Piper Cherokee PA-28-140 is 23.3 feet long. When viewed at a distance of 3.9 nautical miles, that is, from location C to C', the UAP would subtend an angle of just over 3' arc; in other words, the UAP would be approximately equivalent in actual size to this small airplane.

POST-FLIGHT EVENTS

Neither pilot reported this incident to their company. Capt. XX said, "I myself did not talk about that [the sighting] outside of the cockpit since he [the senior captain] was already quite fed up with [our] company's policies."⁴⁰ There is a possibility that he told another pilot friend of his of long standing. Some years later, Capt. XX wrote a brief summary of his sighting and submitted it to Orkut, a Google Brazil international social-networking service.⁴¹

DISCUSSION

Quite apart from the important question of the nature of this UAP is that this near-miss incident raises serious questions concerning flight safety. This is particularly true because it took place very near the busiest airport in Brazil on a weekday afternoon and yet was not detected by any ground radar or (apparently) visually by personnel in the airport tower. However, if the UAP was relatively bright and radiated in all directions (as from a point or an isotropically radiating sphere), it might have been seen from the tower if someone had been looking in that direction at the right time. If this UAP was not detected at all by tower or radar personnel, there is no way in which air traffic control could have warned airplanes in the vicinity to avoid it. This kind of incident appears to be a much more common occurrence around the world than is usually acknowledged (Haines, 2000, 2002).⁴² Also, whatever this UAP was, it passed within a relatively close distance to the airplane, putting it in danger either from collision, electromagnetic interaction with avionics systems, or a rapidly executed and unplanned maneuver by the pilot to avoid a collision. Fortunately, none of these situations occurred. The pilot did the only thing he could have done

to avert an in-flight collision, and he did it professionally and safely.

Could this UAP have been a helicopter of some kind, an unmanned aerial vehicle (UAV), or a weather balloon?

Helicopter. The AIC circular (2005) presents current operational and technical requirements for operating a helicopter within the controlled airspace of São Paulo. The effective area of positive control of all helicopter operations in the vicinity of the city is defined by a radius of 13 nautical miles from the airport's established latitude and longitude coordinates (Lazzarini and Ali, 2005). All helicopters also must be equipped with Mode C transponders with altitude-reporting capability. The maximum velocity of helicopters flying into and away from Congonhas Airport is in the 80–100 knots range. They must be under positive air traffic control at all times. The calculated velocity of the UAP (see above) was within this range of velocities.

Many helicopters, light twins, and private airplanes now use the Campo de Marte Airport (Figure 10) along with Air Force aircraft. The witness thought that when first noticed the UAP could have flown over this airfield. It is located approximately between Cumbica Airport and Congonhas Airport at 23° 30' 32.9" S, 46° 38' 15" W.

Nevertheless, if this UAP had been a helicopter, the flight crew would certainly have been able to identify it as such, especially when it was at closest approach.

Unmanned aerial vehicle. Brazil is continuing to investigate the advantageous features of UAVs for various applications (Brandão et al., 2007). In reviewing the aerodynamic shapes of the UAVs presented at the First Latin-American UAV Conference held in Panama City in August 2007, none were found to be spherical. All of the proposed UAVs used stationary or rotary wings for lift and traditional means of propulsion except for one. Called the Aurora Project, a 9-meter-long lifting vehicle is under development as a sensor platform. Its dirigible outline shape is very familiar and could not be confused as a sphere for very long when viewed from different angles.

Whether or not a spherical UAV was in use in 2004 and flown in the vicinity of Congonhas Airport is very unlikely,



Fig. 10. Aerial photograph of Campo de Marte Airfield, São Paulo

however, for several reasons. First, air traffic control authorities told Capt. XX that there were no other transponding aircraft in the area of this flight on their ground radar when this UAP was seen. All UAVs are required to be under positive ground radar control at all times, and a transponder must be onboard. Second, while there is a spherical UAV produced in the United States,⁴³ there is no evidence of it being used in Brazil in 2004. Unless a spherical UAV was present but flying without any transponder signal, it is very unlikely that this UAP was a UAV. Third, an operational or test flight of a UAV would be expected to be announced in advance by NOTAM or a similar announcement. No such notice was published. Finally, it is unlikely that an operational or a test flight of a UAV would be carried out so near to a runway approach corridor to the busiest airports in Brazil.

Weather balloon. The witness said that he has seen a great many balloons of all kinds in his flying career. They appear dark on the horizon during the daytime. Other pilots will report their presence to air traffic control for transmission to other pilots in the region. Also, all weather balloon launches must be reported in advance. "They are completely different [from this UAP] as to brightness and shape."⁴⁴

CONCLUSIONS

This incident leads to virtually the same conclusion as presented elsewhere regarding another busy airport-related case (Haines et al., 2007). It is becoming increasingly clear that some kind of uncontrolled and nonresponsive visual phenomenon is flying within or very near the controlled airspace of modern-day airports yet is not detected visually from the control tower or by ground radar. Aviation officials should take these events seriously and mandate the installation of radar systems that have a broader range of wavelengths than they now do.⁴⁵ At the same time, pilots should report their sightings to the authorities in real time in order to document them and to improve the chances of immediate ground detection of the UAP. Finally, government aviation officials and airline management must encourage, not discourage, such pilot reports for the long-term benefit of flight safety. This UAP remains unidentified at this time.

REFERENCES

- Brandão, Maurício Pazini, Venâncio Alvarenga Gomes, Flávio Araripe d'Oliveira, and Cesar Augusto Espindola Bueno. *UAV Activities in Brazil*. Paper presented at First Latin-American UAV Conference, Panama City, August 2007. Washington, D. C.: U. S. Army Research Office, 2007. See www.uavconference.com/uavweb/public_html/presentaciones/brandao.pdf.
- Circulação de helicópteros na CTR São Paulo*. Circular de Informação Aeronáutica, AIC 09/05. Rio de Janeiro: Brazil, Departamento de Controle do Espaço Aéreo, Divisão de Informações Aeronáuticas, October 2005. www.abraphe.org.br/iframe/ctr_text.html.

Haines, Richard F. *Analysis of a Photograph of a High Speed Ball of Light*. Technical Report 7. Vallejo, Calif.: National Aviation Reporting Center on Anomalous Phenomena, January 26, 2002. www.narcap.org/reports/007/TR7.htm.

Haines, Richard F. *Aviation Safety in America: A Previously Neglected Factor*. Technical Report 1. Vallejo, Calif.: National Aviation Reporting Center on Anomalous Phenomena, October 15, 2000. www.narcap.org/reports/001/narcap.TR1.AvSafety.pdf.

Haines, Richard F., Kim Efshoff, Don Ledger, Larry Lemke, Sam Maranto, William Puckett, Ted Roe, Martin Shough, and Ruben Uriarte. *Report of an Unidentified Aerial Phenomenon and Its Safety Implications at O'Hare International Airport on November 7, 2006, Case 18*. Technical Report 10. Vallejo, Calif.: National Aviation Reporting Center on Anomalous Phenomena, July 24, 2007, revision. www.narcap.org/reports/010/TR10_Case_18a.pdf. See also the edited version of this report in *IUR* 31, no. 3 (October 2007): 3–7, 23–28.

Lazzarini, Arthur, and Guilherme Ali. *Manual de operações VFR sobre a TMA e CTR São Paulo*. International Virtual Aviation Organization, Brazil Division, October 27, 2005. www.aeroboteco.com/tutoriais/ManualOpVisual.pdf.

Osborn, Terrell J. *A Review of Unmanned Aerial Vehicle Designs and Operational Characteristics*. Technical Report 11. Vallejo, Calif.: National Aviation Reporting Center on Anomalous Phenomena, 2009. www.narcap.org/reports/011/narcap_Osborn_UAV_txt.pdf.

Shough, Martin. *Radar Catalogue: A Review of Twenty One Ground and Airborne Radar UAP Contact Reports Generally Related to Aviation Safety for the Period October 15, 1948 to September 19, 1976*. Technical Report 6. Vallejo, Calif.: National Aviation Reporting Center on Anomalous Phenomena, December 2002. www.narcap.org/reports/006/narcap_radcat_textweb-site_MShough_12-8-02.pdf.

ENDNOTES

1. The witness wrote, "we were arriving during the afternoon, most probably [at] the end of the day in VMC [Visual Meteorological Conditions]." Personal correspondence, April 15, 2009.
2. An attempt is being made to locate him for purposes of an interview.
3. Personal correspondence, May 20, 2009.
4. Personal correspondence, June 1, 2009.
5. Personal correspondence, June 2, 2009.
6. Personal correspondence, May 27, 2009.
7. MADA Arrival, São Paulo, Congonhas International Airport (dated December 6, 2002). The original arrival plate was not available; however, the distances shown on this plate are still accurate.
8. Personal correspondence, May 13, 2009.

(continued on page 23)

COMMENTARY ON THE SÃO PAULO NEAR MISS

BY ROBERT J. DURANT

As a veteran of 31 years flying in the cockpits of airliners, I read the account of Captain XX's UAP encounter (see previous article by Richard F. Haines) with great ufological interest, but also noted an aspect of the story that might escape the average reader. This concerns the personal interplay between the two pilots.

We think of aircraft-accident investigations as the purview of engineers, and in fact that was their exclusive domain until the 1980s, when persistent nagging by social scientists, particularly psychologists, opened the way to an additional means of investigation.

The event that triggered the inclusion of psychologists was the crash of United Airlines Flight 173 near Portland, Oregon, on December 28, 1978, in which 10 passengers and crew were killed. The airplane ran out of fuel in a holding pattern near the Portland airport while diagnosing a faulty landing-gear indicator light. But on the cockpit voice recorder the flight engineer could be heard saying they were close to empty on the fuel. The captain and copilot ignored this, and kept fiddling with the gear indicator. How could this happen?

To the psychologists, it was caused by human failure to communicate, and they urged investigation into the personalities of the three crew members. This truly novel idea was followed up by extensive interviews with professional colleagues, friends, and family members of the pilots. What emerged was a picture of an extremely assertive, perhaps even arrogant captain, a weak-willed copilot, and a flight engineer who had been hired only a few months previous to the accident, and was cowed by the authority of the other two, particularly the captain.

Other accidents were reviewed using psychological criteria and revealed a pattern of unsatisfactory communication, in which one crew member—not necessarily the captain—dominated the atmosphere, and information sharing greatly suffered. In this way, small problems cascaded into fatal crashes. If the pilots had simply been talking to each other, rational priorities would have prevailed.

By the mid-1980s all airline pilots were required to take a three-day course in Cockpit Resource Management (CRM), a systematic exploration of different personality types, how they affect the complex cockpit interplay, and the ways for crew members to adjust their individual responses. (I consider CRM to be a critically important advance in aviation, on a par with the perfection of navigation and engine reliability.)

This brings us to the account of the pilots who were on the way to the São Paulo airport. Unlike the accidents in

which a cockpit voice recorder transcript is available, we have only the recollections of the pilot Haines calls Captain XX. Nor does XX dwell on the CRM issues, but he leaves enough clues to tell me that his colleague in that cockpit could use a few days of training in those skills.

The honorific "captain" derives from nautical usage, and officially is "pilot in command," meaning the person designated by the airline and thus by government authorities as having ultimate authority and responsibility for the flight. The second in command is usually called the "first officer," also in accordance with nautical usage, or informally as the "copilot." Usually these positions are assigned by seniority, with the captain being the pilot with longer time on the airline's rolls. Often a copilot is qualified as a captain, and may have flown as captain in the past, which is the case with Capt. XX. Thus he is entitled to be called captain, but it could be confusing where two captains seem to be in the cockpit. Capt. XX was the second in command on that flight. Haines distinguishes the two captains by calling the pilot in command the "senior captain."

It may come as a surprise to some that the normal procedure in the airlines is to switch the pilot-flying roles, with one pilot doing those duties on one leg, and then the other accomplishing them on the next, and so on through the days of duty. That is, the pilot flying manipulates the controls throughout the flight, including the takeoff and landing, with the other pilot doing the radio calls, operating the landing gear and flap controls and the like at the request of the pilot flying. In this manner workload is shared and decision-making ability is enhanced. However, regardless of which pilot is at the controls, ultimate authority always rests with the captain. Capt. XX was the pilot flying on the leg to São Paulo.

Let's examine the interplay between the two pilots using the words provided in Haines's original report, and viewed in terms of CRM. This entails asking whether information was shared, if the non-flying pilot took any of the decision-making burden, or how he otherwise supported the pilot flying during this extraordinary airborne encounter. In sum, how effective a helpmate was the senior captain? Can we infer anything about the personality of either pilot from the following fragments of testimony?

the senior captain "refused to acknowledge the event in public." . . .

The second eyewitness was Senior Capt. YY, 52 years old, sitting in the left seat. During the sighting Capt. XX turned to his left and asked him, "Did you see this? Have you seen this?" He answered, "I saw it, but if you say that,

Robert J. Durant is a former airline pilot who has studied UFOs since the 1950s.

I will deny that I did. I know what it was, but I'll deny [it]." Nothing more was said between them for years. More recently the senior captain has been employed by another airline. . . .

Capt. XX said that somewhere between Location A and B he asked Capt. YY to contact center to ask about other possible traffic in the area. But even when they arrived near the SANTANA VOR fix he had not done so. Capt. XX contacted center himself. . . .

Capt. XX asked Capt. YY if he was looking at the other unidentified traffic and learned that he was. The traffic continued to appear to be approaching their airplane. He also asked the senior captain how long approach control would remain silent about the other traffic. About then he noticed that the other object had no navigation lights, but looked only like a self-luminous point or ball. He then asked the Capt. YY to contact ATC. . . .

After an unspecified period of time when the senior captain had not called ATC, Capt. XX called them himself.

Capt. XX said that the relative bearing to the UAP from the airplane was now only about 6° to their right, which confirms the pilot's stated concern that it might collide with them if they both continued their present flight paths. . . .

At this point during the flight Capt. XX said, "this guy [UAP] is very close and is [still] approaching us. This is not an aircraft, only a light, and we are very close." . . .

. . . the UAP was now so close that Capt. XX decided to turn off the autopilot, bank sharply to the right, and descend slightly to avoid a collision. . . .

"Well, as soon as I initiated the curve [began to bank right and descend] perhaps in 2 seconds the beam came. I guess I would say about 8 seconds until the beam of light went away. . . . Well, I was with the controls, having

the object [so] close by and having to detour and fly the airplane. I think that when I [made] that decision, I started to look at him [Capt. YY], like conveying, 'you see what I am doing?' and immediately [the] light came around [and the] cockpit alert went high at that moment—and I saw him with his head bowed while the light passed, gazing at the [floor] and I guess he remained like that for the following seconds."

It was then during the flight that Capt. XX asked Capt. YY, "Did you see this? Have you seen this?" He answered, "I saw it, but if you say that, I will deny that I did. I know what it was, but I'll deny [it]." . . .

"I was worried. The other captain was apparently not worried. At our closest moments with the object we were silent. And [I conducted the] detouring maneuvers, at least on my part in [a state of] apprehension, uneasiness. . . .

"I myself did not talk about that [the sighting] outside of the cockpit since he [the senior captain] was already quite fed up with [our] company's policies."

It is possible that Capt. XX's account is self-serving and contrived to raise his status in the eyes of the investigator. And he relies on memory, not on any exact transcript of the various exchanges in the cockpit. However, taken at face value, the descriptions are such that the senior captain stands out as an object example of ineptitude, almost a cartoon version of the worst characteristics identified by CRM.

Even when there was a realistic chance of disastrous collision, he furnished no help to the obviously overloaded XX. Recall that XX, in his fear of collision, turns off the autopilot, sharply banks to the right, and noses down—most unusual maneuvers in an airliner—and then looks over at the senior captain for some kind of response or reassurance, but gets nothing. ♦

REPORTS FROM LOUISVILLE AND KANSAS CITY

Roger Marsh writes: "Reports of UFOs over Louisville (Ky.) International Airport on June 24 may include multiple sightings from various employees. A package handler at the airport first heard a report over his radio about 10:30 a.m. that there was a UFO over the North-South runway. The man did not see anything at that time, but at 1:55 p.m., he saw a reflection in the sky from the south end of the runway.

"'As this object came closer,' the witness stated, 'I could make out it was rotating and was a cylinder, then was a diamond shape.' He said the object moved in a straight line over the runway at a slow and steady speed at a point just under the cloud cover, approximately 1,500 feet. The object stopped at the end of the ramp and hovered for 30 to 45 seconds, then moved up into the clouds and disappeared.

"Louisville International Airport is both a civil-military and public airport in the city of Louisville, covers about 1,200 acres of land, and has three runways. The field was formerly known as Standiford Field. Kentucky's Air National Guard's 123d Airlift Wing is based here, operating C-130

transport aircraft. UPS also operates there as a hub for its package delivery service.

"A report was made that military planes and helicopters moved quickly onto the scene after an unusually shaped spherical UFO flew into the Kansas City, Kansas, area and hovered. A woman in the area was outside at 2 a.m. on June 16 and looking toward the public forest area behind her home when she noticed a large white light moving toward her—and getting larger as it came closer. When the object stopped, the woman used binoculars to get a closer look.

"She described the object as 'three large spheres connected together with a large arm or protrusion extending out at an angle underneath the craft. The arm was moving around in a circle.' The object emitted a bright white light and stayed in that position until it just disappeared.

"Shortly afterwards, military planes and helicopters moved into the area and seemed to be searching the same area for about an hour."—*UFO Examiner*, June 25, 2009. Marsh is director of communications for MUFON. ♦

A FAILED ABDUCTION AT CHAVILLE?

BY JOËL MESNARD

Sylvia's story, investigated in late September 2005, combines characteristic elements of abduction accounts and other CE4s. The thoughtfulness and the simplicity of the witness are astonishing. Rarely is an experience of this kind related with such precision and calm.

This multifaceted case occurred in 1991. It involved an aerial anomaly (accompanied by an unusual intuition of one of the witnesses), an odd loss of will power on the part of another, a second anomaly followed immediately by a bedroom visitation, a bizarre caped entity, and finally a triangular UFO. In spite of this litany of unlikely events, Sylvia tells her story sincerely. She seems to be simply trying to understand what happened to her.

In a letter dated July 17, 2005, Sylvia wrote that the incident took place in March 1990. A later check with her uncle and aunt allowed her to adjust the time to shortly before February 8, 1991—possibly February 6.

She then lived on the Rue Alexis Maneyrol, at the edge of the Meudon forest in Chaville (Hauts-de-Seine), a commune in the southwestern suburbs of Paris, France. On this particular evening in the middle of the week, she was taking a walk with friends named Gilda and Michel.

After arriving at the northern edge of the Ursine Pond, they stopped to admire the stars. Night was falling. The sky was clear, the weather was good, and other people were also strolling about. It had been Gilda's idea to walk there, and now she insisted how fabulous the stars looked. Suddenly, she asked her companions if they believed in UFOs. This surprised them, for Gilda had never brought up the subject before or expressed an interest in astronomy.

Gilda pointed to a large and brilliant star in the west, and said, "Do you see that star there? Well, that is not a star, it is a UFO!" Sylvia was astonished to hear her friend say this, but she found it difficult to take her eyes off the light.

At nightfall, the three strollers went back to their homes. Almost immediately, Sylvia felt an urgent need to look once again at the star that was perhaps not a star. This sudden compulsion astonishes her even today, for she has never been in the habit of observing the sky, and she had never been curious about astronomy.

Sylvia went back alone to the pond. The distance was

not far, but she did not usually walk alone at night.

At the pond, she found a spot where she could see the star and watched it for a long time, all the while asking herself what possessed her to do this.

Suddenly, the star descended to the left, stopped and moved horizontally to the right, stopped again, and moved back to its original position. It had just described a triangle.

After a while, Sylvia decided to go back home. She did not follow the residential, paved Rue Alexis Maneyrol, but took an adjacent path through the woods. Her choice is difficult to explain, because a young woman walking alone at night would naturally tend to stay near people's houses. Did she go this way in order to see the star better, through the spaces separating the cottages? That's possible. She in fact was asking herself many questions about what she had just seen.

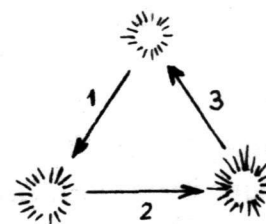
It started to get cold and the sky became overcast. The moon was visible in the east, next to a radio tower.

As she walked along the forest edge, Sylvia was startled by a light that appeared on her left. She turned, thinking that it came from a street lamp. But she saw it was a luminous beam directed towards her, apparently coming from a circular object above a street lamp a little distance away. Suddenly, the beam enveloped her. She felt an odd sensation in her body and got scared. She felt very light, as if the beam were lifting her up.

"If I had to describe the sensation that I experienced in my body, I would say that my body was seized with fizzing [sensations] (like a caress on the skin), and that each spot of my nervous system was being sucked up," she explained. "This gave [me] a feeling of lightness and attraction. I was scared, and I cried to myself: 'Sylvia, go home, something very serious will happen to you!'"

Panic-stricken, she made an effort to escape from the beam and ran in the direction of her home. For some moments, the beam seemed to be attempting to trap her again, reorienting itself by a small succession of jumps. Then the phenomenon stopped.

After reaching her house, Sylvia calmed down a bit, telling herself that it was all over. She thought of calling the gendarmerie, for the incident seemed serious. However, she did not make the call, figuring she would have to talk to a



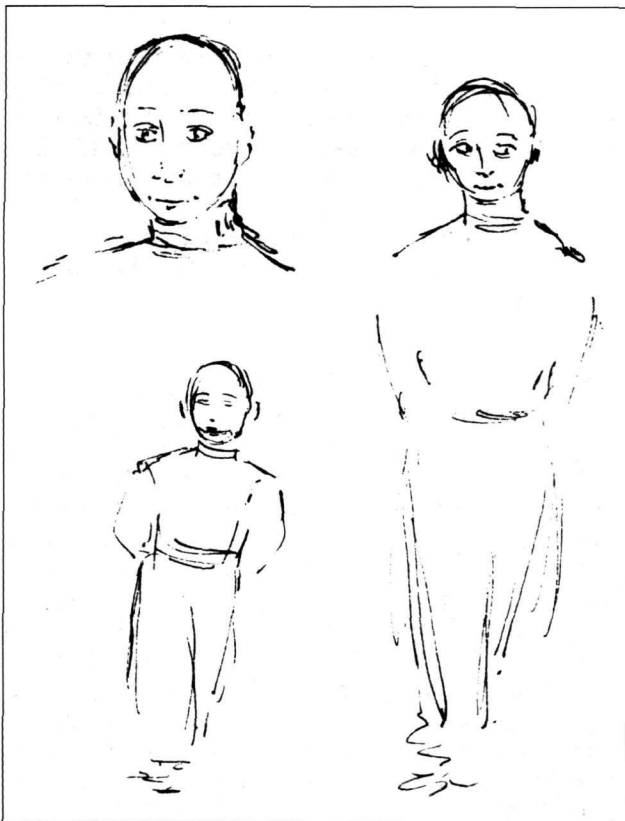
Joël Mesnard is a leading UFO researcher in France and editor of Lumières dans la Nuit. This article is a translation of one that originally appeared in Lumières dans la Nuit, no. 380, pp. 4-7.

stranger who would not take her seriously or be sympathetic.

So she lay down and, despite her emotions, went to sleep rather rapidly.

THE INTRUDER

Sylvia awoke suddenly, sensing a nearby presence. Her sheets and blankets were piled up. By the side of her bed, she saw a small figure (not more than 1.2 meters), dressed



in a kind of watery-green cosmonaut suit. The figure appeared surprised, as if it had not expected the young woman to awaken. Sylvia later made sketches that give an idea of the entity's appearance.

They watched each other for some moments, then the intruder looked to the left. Sylvia describes what happened next: "I saw appear, as on a screen, the interior of his spaceship. There, behind a long semicircular table, stood the whole general staff of the ship. It seemed there were only men there. They wore costumes identical to those of airline pilots: dark suits and caps. They had an air of pride in themselves. . . . Then the man fell backwards a step and disappeared, and so did the screen."

The small character literally dissolved within a thick, large wooden cabinet in her room.

THE NEXT DAY

The next morning, Sylvia was going to work when she saw on the pavement in front of her, near a bus stop, a strange being about the height of a normal man, dressed in a cape,



who scowled menacingly. Its body was emaciated, and the skull appeared prominent. Its skin was dark gray and extremely wrinkled. The entity disappeared after a few moments, not by moving away or passing behind some scenery, but as if it dematerialized on the spot—in short, in the same fashion as the small cosmonaut that had appeared the previous night.

Sylvia described the terrifying effect the entity made on her: "I said to myself that if it had been at my side, it would have destroyed me body and soul." In a written account of her experience, she added another surprising detail that took place right before she saw the gray entity:

The next day, I left for my work and one more time raised my eyes to the sky, addressing myself to those there, who were without doubt already far off in the heavens:

"Will you return one day, from where you come, and what do you do on Earth?"

And in my thoughts, a response came to my mind: "It is a tedious journey, we come from very far away, we can come only approximately every thirty years. We come to make studies on the green planet."

Was this thought generated by her own imagination, or had she received a telepathic message? We do not know.

Sylvia explained how her friends reacted when she told them what had happened: "During the days that followed, I told my adventure to Michel and to Gilda. Michel said to me that I was completely crazy to go all alone in the middle of the night to that spot. Gilda was amused by my story and seemed astonished. I remember asking her if she had ever had some experiences that enabled her to identify UFOs, but she replied that she had never seen much of anything. It seemed to me that she did not want to talk about it. Her silence surprised me."

A TRIANGLE OVER CHAVILLE?

Sylvia told of another experience. "The following weekend, the whole family, my parents and myself, went to my uncle and aunt's home. They told us about something that had happened a few days before, that is to say some days after my own adventure.

"They were returning from running errands at the Auchan store in the Vélizy shopping center, when driving from Vélizy to Chaville, two triangular UFOs, flying very low, surprised them.

"At the time, the media mentioned this story, but as

(continued on page 24)

NEAR MISS WITH UAP—continued from page 18

9. This underestimation of distance in clear air is a well-known phenomenon of visual perception, particularly when the identity and actual size of the target object isn't known and there are no intervening distance cues present with which to judge the separation distance.

10. Personal correspondence, April 12, 2009.

11. The witness clarified this point on May 18, 2009: "I would say [the UAP flew] parallel with the ground. Imagine that I was concerned with his horizontal displacement in relation to the [flight] path I had to make, thus we would get together [collide] nearby the localizer interception." Personal correspondence, May 18, 2009.

12. soaringweb.org/TP/SP/sp.sua.

13. The locations of these prohibited areas are found on the Juliett 5 NDB descent chart for Runway 35L at Congonhas Airport.

14. These are only rough estimates and are likely based on prior flight experience and reference to flight charts.

15. This chart with its various marked locations was provided by the witness on May 6, 2009.

16. Words in brackets within quotation marks are inserted for clarification by the author.

17. Personal correspondence, May 13, 2009. The MADA Approach chart specifies that all airplanes must not exceed 190 knots and cross SANTANA at between 8,000 and 6,000 feet unless specific instructions to the contrary are received from ATC.

18. The accurate visual perception of vertical displacement of a distant object in clear air is difficult at best unless there are fixed visual reference points also present against which the moving object's displacement may be compared over time.

19. It is a well-known fact that if an oncoming airplane does not change its visual position on the windshield, it is on a converging course and will eventually strike the other airplane.

20. The longitudinal axis of the airplane defines zero degrees bearing.

21. A zero was to be inserted (at any distance to the UAP) where the witness thought there was absolutely no possibility at all that the UAP was there. A probability score of 100 was to be inserted where he was absolutely certain that the UAP was there. Any number between zero and 100 could be used.

22. Personal correspondence, May 27, 2009.

23. Personal correspondence, May 20, 2009.

24. Personal correspondence, May 9, 2009.

25. Personal correspondence, May 20, 2009.

26. Personal correspondence, May 20, 2009.

27. Normal approach to landing procedure requires that the pilot contact the airport tower when at the outer marker. Capt. XX didn't remember any airplane making a landing in front of him. If there was a UAP in this vicinity either it was not seen by tower personnel or they disregarded it because

it was traveling away from the airport.

28. Personal correspondence, April 30, 2009. Implicit in this statement is the fact that no external airplane fuselage light sources shine in all directions simultaneously. Most are confined to narrow beams that disappear when pointed away from the viewer.

29. Personal correspondence, April 30, 2009.

30. Personal correspondence, May 27, 2009.

31. Personal correspondence, May 20, 2009.

32. Personal correspondence, May 20, 2009.

33. Personal correspondence, May 18, 2009.

34. As used here, cm refers only to the relative size of the two spheres.

35. Personal correspondence, May 20, 2009.

36. Personal correspondence, May 20, 2009.

37. Personal correspondence, May 20, 2009.

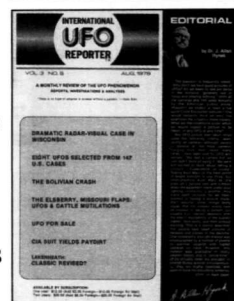
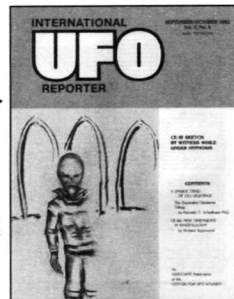
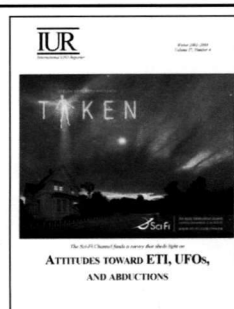
38. Capt. XX was encouraged to work with an artist to

IUR BACK ISSUES ON DVD

To make the work of CUFOS more broadly available, we have scanned the complete set of issues of the *International UFO Reporter*, converted them to PDF format, and are making them available on a single DVD. This set includes all the issues in volumes 1–30, from 1976 to early 2007. Each volume is contained in one PDF file, and the text is searchable.

Also included as a bonus are issues 1–24 of the *Center Investigator's Quarterly*, which was the chief communication tool for CUFOS investigations and procedures in the early days. These issues have rarely been available before.

The complete DVD is now \$80, which includes postage and handling. You can order by Pay Pal, by credit card, or by check or money order. Send your orders, if by mail, to CUFOS, 2457 West Peterson Avenue, Chicago, IL 60659. Include type of credit card (Visa, etc.), credit card number, and expiration date. Make checks payable to CUFOS. Please allow 3–4 weeks for processing and shipping.



reconstruct details of the UAP's appearance.

39. Personal correspondence, May 27, 2009.

40. Personal correspondence, May 6, 2009.

41. www.orkut.com.br.

42. A review of such incidents is in preparation at this time by NARCAP personnel.

43. A series of lighter-than-air UAV ships are in production by Techsphere Systems International of Columbus, Georgia, in conjunction with 21st Century Air Ships of Canada. The SA-60 made a successful test flight on June 24, 2004, in Maryland. A review of UAV designs and operational characteristics is found elsewhere (Osborn, 2009).

44. Personal correspondence, June 2, 2009.

45. For useful technical information in this regard, see the detailed analysis of 21 ground and radar UAP contact reports between 1948 and 1976, presented elsewhere (Shough, 2002). ♦

ROSWELL WITNESSES—continued from page 8

it was routine to switch to that mode when the bell rang, it is quite reasonable to presume that Sleppy wouldn't have mentioned it in her interviews. It would be so routine that mentioning it would be akin to saying, "I went to the store in the car. Oh, and by the way, I turned the key in the ignition to start the car."

There is nothing that has been offered that disqualifies the Sleppy testimony. She told the tale prior to the overwhelming interest in Roswell and that is documented. She told us that her transmission was interrupted and said that there was a bell to alert her to incoming transmissions. No, she didn't say that she flipped the switch, but clearly she did. Sometime after her first telling the story, the FBI connection entered the picture, but we have found nothing to suggest how that happened.

What we have here is another of the witness testimonies that is not fatally flawed as the debunkers have suggested. All we need to do is look at it carefully. If there is a flaw, it's that we don't have the Teletype copies to prove the point. Once again, the documented evidence has eluded us.

The same thing can be said for Frankie Rowe. She began telling her tale prior to the big explosion of all things Roswell, but after the flurry of activity following the publication of *The Roswell Incident*. We can suggest that she might have been inspired by that book, but we simply don't know.

We do know that Rowe's sister corroborated their father telling the tale and now we have a firefighter telling us the same thing. Rowe's story is second-hand, but it is corroborated by others including the firefighter who has offered his first-hand experiences with the military. Rowe simply cannot be dismissed as a liar, as debunkers have long suggested.

The bottom line is this. We have nothing to indicate rejection of either the Rowe story or the Sleppy tale, but the only corroboration for them is other testimony. Yes, documents would be nice, but Roswell is an event long on testimony and short on documentation, and it remains a real puzzle still. ♦

CHAVILLE—continued from page 22

I had no television, I admit that I was not interested. The authorities claimed that it was stealth aircraft being tested.

"Surprised, I told them my story all the way to the end, although the story of the man in my studio shocked my uncle."

These are the basic elements of Sylvia's story. I thought I could obtain some supplementary testimony, but the possibilities are now limited. Sylvia has lost all contact with Gilda and Michel; short of a miracle, they are not likely to turn up. At the present time (mid-December 2005), I have not had any contact with her uncle and aunt.

Sylvia's conscious memories possess a very high strangeness. Of the four main elements of this account (the star that flew in a triangle, the luminous beam, the bedroom intruder, and the sinister character), the last three are typical of this type of experience. Unfortunately, they shed little light on what actually happened. This hopefully temporary lack of external confirmation only adds to the mystery.

According to Sylvia, the phenomenon did not occur again, and she has had 14 years of relative quiet, as if "the extraterrestrials had made peace with her." It was only in 2005 that her anxiety returned with such a jarring quality that the simple sight of lights in the sky (airplanes flying at night) brings back traumatic memories. Telling her story has given her some relief.

Mathematician Jean-Claude Venturini has reviewed the astronomical data and does not show the presence of the moon in the sky at the beginning of the most likely night, nor on the preceding or following nights. On the night of February 6–7, the moon rose at 3 a.m. (2 a.m. GMT). Because a wooded rise runs along the east side of the Rue Alexis Maneyrol, the moon was unlikely to be visible before at least 4 a.m. Perhaps Sylvia is confused about the date after all these years. Nevertheless, the contradiction between the account and the astronomical reality should be noted.

Venus was visible in the west at nightfall; at sunset, it was 19° above the horizon. As it set around 8 p.m., it is hardly likely that it was seen during the second observation, unless it had taken place earlier than Sylvia thought. Mars and Jupiter were also visible that evening. ♦

SOME THINGS NEVER CHANGE

"At the present rate of progress, the UFO mystery may be talked to death by irresponsible people unless precise language is used to shear away the nonsense that has been uttered about UFOs. On the one hand we have indisputable evidence of an unexplained phenomenon, and on the other a collection of semantic evasions. We agree with Humpty Dumpty: 'Which is to be master, that's all.'"—Charles A. Maney and Richard Hall, *The Challenge of Unidentified Flying Objects* (Washington, D.C.: National Investigations Committee on Aerial Phenomena, 1961), p. 123.